MEMORANDUM FOR RECORD

Investigator: Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: May 24, 2018
Reference: Jerry Adcock Instructor Pilot
NTSB Accident Number: ERA17FA181 Eleuthera, Bahamas

Mr. Adcock was an instructor pilot for Howell Enterprises in Smyrna, Tennessee (MQY), and he provided instruction to the accident pilot. He was interviewed at his place of employment and the following is a summary of the interview.

Mr. Adcock held airline transport, commercial, and flight instructor certificates with single engine, multiengine, and instrument ratings. Mr. Bates reported 12,000 total hours of flight experience, of which more than 8,000 were in the MU-2.

Mr. Adcock was contacted by his employer about flying with Mr. Ulrich and met him at the school in Smyrna. According to Mr. Adcock, the flights with Mr. Bates were done to build time in order to SFAR requirements. Mr. Ulrich arrived at the school with about “35 hours” of multiengine time, and the flights with Mr. Bates helped him reach the 100-hour SFAR threshold.

Minimum hours of instruction is 12 hours before a final phase check can be administered, and typically students meet the requirements within that block of time. Mr. Adcock flew with Mr. Ulrich a total of 30 hours, but the time was spent accruing time and doing training; such as engine failure at takeoff and single engine approaches. He said Mr. Ulrich’s performance during base and emergency tasks was “above average.” Because of his level of experience, Mr. Adcock felt Mr. Ulrich’s performance level was “a lot better than I thought it would be.” Everything is predicated off the commercial standard, and he met those.

Mr. Adcock said that he discussed flight in icing “a lot” because he believed Mr. Ulrich had no experience flying at the higher altitudes where the MU2 operated. During a training flight, he

said that the airplane flew through icing conditions heavy enough to exercise all of the deicing and anti-icing equipment. Mr. Ulrich's airplane was not equipped with an icing detection system.

Once ice is visible, "everything comes on at that point." Everything should be on in visible moisture." When asked, Mr. Adcock stated that his understanding of the anti-icing and de-icing equipment on the airplane was to protect the airplane for the time required to exit the icing conditions. He said the SFAR and the instructional video about icing required by the SFAR stressed this point multiple times.

Mr. Ulrich knew how to operate the autopilot, but he enjoyed hand flying the airplane.